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Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 50c and \$1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

CALIFORNIA FIG SYRUP CO.
SAN FRANCISCO, CAL.
LOUISVILLE, KY. NEW YORK, N.Y.

STIFF ADVANCE IN RATES

Passenger Fares on Chicago and Ohio River Lines Fixed on a Steep Basis.

Cost of Tickets from Indianapolis to the World's Fair City Placed at \$5.50—Ives Attacks the Vandalia Again.

The arbitrators chosen to settle the rate question on passenger business over the roads in the Chicago and Ohio River Traffic Association rendered their decision yesterday. The arbitrators were A. F. Walker, George R. Blanchard and F. C. Donald, and their decision is drawn up in the form of an agreement which all the interested roads had previously pledged themselves to accept and abide by during the remainder of the present year. It makes no reference to the recent troubles, but simply provides rules for the regulation of future business and the preservation of harmony. The rates are fixed on a higher basis than was expected. These are: Chicago to Cincinnati, unlimited, \$8.80; limited, \$9; Chicago to Louisville, unlimited, \$9; limited, \$8; Chicago to Indianapolis, unlimited, \$5.50; limited, \$5. From Chicago to Dayton the rate is advanced to \$5.50, and to Columbus, \$9.20. All the old figures are restored on mileage tickets and special rates for parties of ten or more. In fact, the arbitrators have put all the rates on the basis in effect prior to the outbreak of the recent war, declaring that they saw no reason for adopting a new basis. Provision is made in the agreement for the redemption of tickets found on the market, and each road is required to place \$2,000 in the hands of the commissioner of the association to be applied on such redemptions. The fact that the Chicago & Eastern Illinois is a party to the agreement gives the association a strength it did not possess before. The advance rates are to become effective March 7.

Ives and the Vandalia.
A dispatch from New York says: "Miles D. Bares, who owns five hundred shares of the common stock of the Terre Haute & Indianapolis railroad, of which the Farmers Loan and Trust Company is the transfer agent in this city and pays the dividends to the Eastern stockholders, has obtained an order from Justice Pratt, in the Supreme Court, Brooklyn, directing the trust company to allow him to examine the list of stockholders. In his petition Mr. Bares states that the trust company, on application for payment of a dividend thereon, declined to do so, on the ground that he had no authority from the railroad to do so. Bares is a capitalist occupying the same office as Henry S. Ives, at No. 40 Wall street. The Herald, in commenting on the case, says: 'Can it be that there is a plan on foot to worry the Terre Haute & Indianapolis railroad, better known as the Vandalia, which is an important link in the Pennsylvania system? The demand for a list of stockholders looks suspicious. Perhaps the stockholders, before the recent receivership, were in the habit of receiving dividends. In the case of the Akron & Columbus road, the bulk of whose stock was held in Holland, an advertisement was inserted in an Amsterdam newspaper stating that the road was going to destruction. A great scare was produced and many of the shareholders dropped their stock, which was promptly bought up at a low price by parties supposed to represent Bares and Ives. A peculiar thing about the Terre Haute & Indianapolis road is the smallness of the capital stock. It is only \$1,000,000. It leases jointly with the Pittsburgh, Cincinnati, Chicago & St. Louis railroad, the St. Louis, Vandalia & Terre Haute railroad.'

The Journal's correspondent at Terre Haute saw President McKee, of the Vandalia, yesterday. In speaking of the above proceedings, Mr. McKee said there was a contest over the 500 shares of Vandalia stock, and the transfer of ownership was not made. President McKee attaches no importance to the suit.

A One-Sided Investigation.
The Railroad Gazette, in commenting on the investigation of the Wann case over the Big Four by a legislative committee of the State of Illinois, says:
The reports of the hearings indicate that the line of the road was straight or nearly so, and that therefore the fact that the switch was not discovered by the engineers as soon as it ought to have been; but aside from this the investigation seems to have been chiefly taken up with a lot of useless inquiry and discussion about the status of the delinquent switchman, whether he was equal to a brotherhood man, how the company treated the brotherhood, etc. The reports give no evidence of incompetency on the part of this man (it appears that he was a yard brackman, not a switchman), and it is very fair to conclude that he was not worse in that respect than the average switchman. The moral, therefore, is to be found, not in the fact that the engineer might have seen this misplaced switch sooner than he actually did see it. A distant signal is not valuable alone for places where engineers are utterly unable to see the switch, but for all places where in practice they are liable not to see it without regard to the cause of their failure.

One point worthy of mention regarding this investigation is that the chairman of the legislative committee resides in a county in Illinois which has not a foot of railroad track within its limits.

Shorter Route to St. Louis.
At a conference of the representative citizens of Rossville, Ill., with Mr. Lyford, representing the C. & E. I. railroad, Tuesday night, the preliminary arrangements were made for building a branch line from the main double track at Rossville to Sidell, Ill. The objects in building the connecting links are twofold: To reach the coal fields at Oakwood, Misorid, and Fairmont and to shorten the St. Louis line of the C. & E. I. It is claimed that a

direct line from Rossville to Sidell will shorten the St. Louis division fifteen miles, will cut off about an hour in running time and will make this division a competitor of the Chicago and Alton, being only twenty-four miles longer than the latter road. The citizens of Rossville donate a strip of land three hundred feet wide and five thousand feet long, from the junction point north nearly to corporate limits of Rossville. An option has been secured on this land and the purchase money, \$1,000, has been raised by subscription. This land the company will use for switch yards, besides four acres near the town are to be purchased by the company on which to build a round-house, repair shops and coal chutes.

The Inspection Bureau Report.
The report of J. B. Eckman, district inspector of the Joint Rate Inspection Bureau, shows the gains by weighing and inspecting at the four stations under the jurisdiction of the bureau, for the month of January, were as follows:

Indianapolis—Gains from weighing carload freight, \$10,900.21; platform, \$816.16; classification changes and rate inspection, \$152.78—total, \$12,769.15.
Terre Haute—Gains from weighing carload freight, \$3,896.35; platform, \$202.87; classification changes and rate inspection, \$590.64—total, \$4,690.86.
Evansville—Gains from weighing carload freight, \$3,950.28; platform, \$552.04; classification changes and rate inspection, \$250.45—total, \$4,752.77.
Vincennes—Gains from weighing carload freight, \$137.63; platform, \$7.50—total, \$145.13. Grand total for the four stations, \$21,357.54.

Personal, Local and General Notes.

Six deaths have occurred within the last ten months in the official force of the Pittsburg & Lake Erie road.

W. H. Wishart has been appointed traveling passenger agent of the Chicago & Rock Island, vice J. A. Stewart, promoted.

M. H. Brown, late with the Big Four lines, has accepted a position with J. W. Smith, general agent of the Erie lines at this point.

George F. Evans, for some years past general agent of the Big Four at Columbus, O., has resigned. His successor has not yet been named.

H. M. Bronson, assistant general passenger agent of the Big Four, who has been off for a few weeks' rest, has returned, feeling much better.

Arrangements have been perfected by which the Chicago & Eastern Illinois road is to build a connecting line from Rossville to Sidell, Ill.

Between Pittsburg and Altoona, on the Pennsylvania road, there are tunnels to be widened, the longest of which is seven-eighths of a mile.

Robert Pitcairn, superintendent of the Pittsburg division of the Pennsylvania, accompanied by his family, has gone to the Pacific coast, expecting to be absent six weeks.

A. J. Smith, secretary of the American Association of General Ticket and Passenger Agents, has called the thirty-third annual meeting of the association, to be held at Cumberland Gap Park Hotel on Tuesday, March 21.

R. B. Polke, trustee and general manager of the Indianapolis, Decatur & Western, received a letter yesterday from H. B. Hammond, president of the company, stating that, although still confined to the house, he was improving in health somewhat.

The Chicago & Eastern Illinois earned in the second week of February \$88,900, an increase over the corresponding week of 1892 of \$17,000. Since July 1, 1892, the road has earned \$2,819,804, an increase over the corresponding period of the previous year of \$23,851.

The latest rumor regarding the Indianapolis, Decatur & Western is that the second mortgage bondholders are planning to bid the road in at the foreclosure sale, the bid to cover the first mortgage bonds, amounting to \$1,500,000, and they intend to road to the Cincinnati, Hamilton & Dayton.

Joseph Ramsey, jr., general manager of the Big Four, left his night office at St. Louis and will today attend the meeting of the officials comprising the St. Louis Terminal Association. At this meeting, if any, opposition to the confirmation of Mr. Ramsey as vice-president and general manager of the Terminal Association, it will be manifested.

It is understood that J. Q. Van Winkle, on taking the general superintendent of the Big Four, will retain as his chief clerk Mr. Burns, now chief clerk of General Manager Ramsey, who is a very competent man and has made himself popular with the employees and those outside of the railroad service with whom he is brought in contact by his business methods.

Circulars were received yesterday giving notice of the appointment of H. K. Kimberlin, general manager of the Erie freight line, to be general freight agent of the Erie road, and F. G. Hunter, who has been chief clerk in the Montreal office, is appointed acting general manager of the Erie Dispatch fast freight line. The headquarters of these lines are to be removed from Chicago to New York.

The bill which passed the Indiana Legislature yesterday, which gives holders of the common stock of the Louisville, New Albany & Chicago authority to exchange common stock for preferred stock, is a very fortunate action for the Monon, as it gives the directors and stockholders power to take up the common stock and exchange it in betterments to the road-bed and its equipment without issuing new stock.

C. C. Waite, president and general manager of the Columbus & Hooking Valley, has been elected a circuit court judge. W. A. Mills, now general freight agent of the road, to be assistant to the president in charge of freight traffic and the transportation of mail, when H. B. Hammond, general freight agent of the Cleveland, Akron & Columbus road, will take the position of general freight agent of the Hooking Valley.

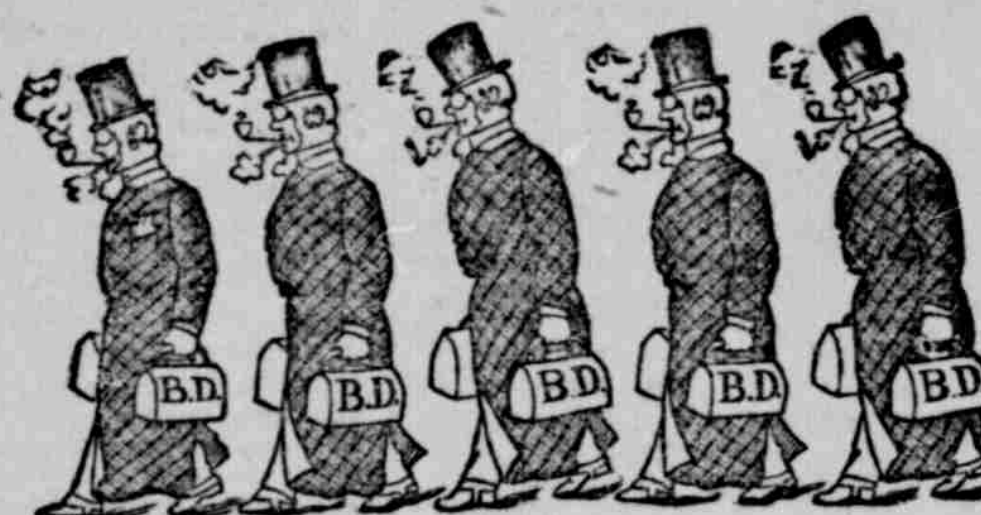
Henry Athorp, ex-railroad commissioner of Ohio, makes the statement that Ohio has the lowest freight rates of any State or territory in the world. He carefully prepared statistics which show that in 1891 the average rate per ton per mile was .71 cent; the ton mileage was 7,773,646,720; amount received in freight charges, \$55,891,288.61. The rate of twenty years ago, which valued the freight charges on this tonnage would have been \$12,197,274.98, or \$116,305,080.00 less than the present rate.

An Eastern financial paper revives the rumor that the New York, Lake Erie & Western company is negotiating in a quiet way for control of the Lake Erie & Western. The least likely of the rumors has already been said and written. It is probable that representatives of three companies will appear on that day—the Citizens, the McDonald company, and the one which ex-Judge Elliot represents. The Citizens' company's franchise does not expire for seven years, but the company is anxious to have the renewal settled as soon as possible, and also to prevent the inroads of other aspirants. The McDonald company has made application for the right of way for a road to Broad Ripple, and a contingent clause giving it the right to extend its lines to points on the South Side, and Judge Elliot has asked in the name of his company, referring to tell who to go to the highest bidder. Mr. McDonald has gone on record as being willing to enter any competitive contest of that nature and to start the fun going by a bid of \$200,000. Judge Elliot has not signified what extent his people will partake in such a fight, so it cannot be told to just what an extent his company will figure in the race. It is a foregone conclusion that the Citizens' company will not sit idly by and see absolute control slipping from them, and that they will be in the fight until it is only one left or it has succumbed to a superior force.

Mrs. Flannigan Run Over.
Mrs. Mary Flannigan, residing at No. 70 West Maryland street, was knocked down and run over at the corner of Virginia avenue and Maryland street, and badly injured by a horse and buggy driven by two women. A search is now being made for the women who were in the buggy, with a view to bringing a damage suit.

Mrs. Pettymann Succeeds Mrs. Johnson.
Mrs. Anna Pettymann has been elected assistant superintendent of the Female Prison and Reformatory in place of Mrs.

THE MAN ABOUT TOWN



THE SPORTSMAN

and every other man who is a judge of good Tobacco, praises



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BULL DURHAM

SMOKING TOBACCO

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this year of \$500, the Chicago & Ohio River, \$11,025, an increase this year of \$60. The earnings of the road formerly in the Mackey system, but now controlled by the Chicago & Eastern Illinois, were as follows: Evansville & Terre Haute, \$24,303, an increase this year of \$1,548; the Evansville & Indianapolis, \$7,203, an increase this year of \$48; the Evansville & Richmond, \$2,105, an increase this year of \$160.

PRESIDENCY OFFERED J. P. F.

Such Is the Latest Information About the Head of the Street-Car Company

New Purchasers Make Another Payment, Leaving Only One Yet to Be Made—March 1 an Important Date to City and Companies.

The Eastern syndicate made another payment of \$500,000 on its purchase of the Citizens' company's street-railway plant yesterday, which is its last but one. It is now understood that it does not intend taking hold of the plant at any time in the immediate future, but will let matters run along as they have been for some time to come. The terms of the purchase are such that it may do so without any very material difference. It has had practical control of the corporation since the 23d of last November, and receipts derived from the operation of it have gone to them. In consideration of this it has paid, or will pay, an annuity of 6 per cent. on the purchase. The new company has not yet fully decided on whom it shall appoint as president of it. It is understood that John P. Frenzeli has been offered the position and that the company are waiting for his answer. In case Mr. Frenzeli should decline to accept, which is not likely, Mr. A. L. Mason, the present attorney of the company, is next in line and will doubtless be the appointee.

Mr. Mason has just returned from a flying trip East, during which he had a conference with Mr. McKee and Mr. Verrier. He declared that the company were not at all interested in the position, but that there was nothing of interest to the public. He did not think that his company could assume control for some time, that at that time would be the proper time to make to the public the announcements of its officers and personnel.

Next Wednesday is the day set by the Board of Public Works for the formal petition by the several street railway companies in the field for the franchises they are seeking to have. The Board has already been said and written. It is probable that representatives of three companies will appear on that day—the Citizens, the McDonald company, and the one which ex-Judge Elliot represents. The Citizens' company's franchise does not expire for seven years, but the company is anxious to have the renewal settled as soon as possible, and also to prevent the inroads of other aspirants. The McDonald company has made application for the right of way for a road to Broad Ripple, and a contingent clause giving it the right to extend its lines to points on the South Side, and Judge Elliot has asked in the name of his company, referring to tell who to go to the highest bidder. Mr. McDonald has gone on record as being willing to enter any competitive contest of that nature and to start the fun going by a bid of \$200,000. Judge Elliot has not signified what extent his people will partake in such a fight, so it cannot be told to just what an extent his company will figure in the race. It is a foregone conclusion that the Citizens' company will not sit idly by and see absolute control slipping from them, and that they will be in the fight until it is only one left or it has succumbed to a superior force.

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Mrs. Pettymann Succeeds Mrs. Johnson.
Mrs. Anna Pettymann has been elected assistant superintendent of the Female Prison and Reformatory in place of Mrs.

Elmira Johnson, who was compelled to resign on account of ill health. Mrs. Pettymann was highly recommended, and has had considerable experience of a kind tending to qualify her for the position.

OFFICERS EXONERATED.

Nelly Bly's Memory Not as Accurate as She Declared in Making the Charges.

The charges which were preferred against patrolmen Daniel Thompson, Frank Holen, Robert Smith and George Thorne to the Board of Public Safety some time ago by a woman calling herself Nellie Bly, were considered by the board yesterday afternoon, and the men were fully exonerated. They returned to their respective beats last night. Nellie Bly is the keeper of a notorious resort at No. 215 West North street, and she made a statement to Captains Dawson and Quigley to the effect that the officers had repeatedly come to her house, demanded of her that she give them liquor to drink, set a lunch for them to eat, and threatened her with arrest unless she did so. In her complaint to the captain she mentioned a number of dates on which they had been there.

Attorney Major Mitchell represented the men before the board, and a number of witnesses were examined. Nellie Bly was not upon the stand, but her testimony was little less than a jargon of unintelligible terms. In the witness stand she mentioned a number of dates on which they had been there, and she admitted that she had always been afraid of "Bob" Smith, as she had called him, intimating that he had watched her actions a little too closely to suit her.

The officers testified in their own behalf, and each stated that he not only had not been in the woman's house at the times she had stated, but that they never, at any time, had done as she had informed their superior officers. In proof of their assertions they introduced their wives as witnesses, and by them showed complete alibis. The board honorably acquitted them, but, as much for the instruction of the rest of the force as to them in particular, it issued some very strict orders in regard to such houses. The instruction of the rest of the force as to them in particular, it issued some very strict orders in regard to such houses. The instruction of the rest of the force as to them in particular, it issued some very strict orders in regard to such houses.

DUDE CHICKEN THIEVES.

Peter Poland's Property Located and the Purloiners Landed in Prison.

Fred VanGyveling, alias Herbert Bartlett, and James Morrison were arrested yesterday charged with grand larceny. Yesterday morning, Peter Poland, residing on the Morrison pike, which is but a continuation of Morris street, about six miles from the city, came to the police station and reported that during the night previous six dozen chickens had been stolen from his place. Detectives McGuff and Kaehn were detailed upon the case, and before 9 o'clock they located the stolen property at Mason's poultry house at the corner of West and Washington streets, where it had been sold by two young men, strangers to Mr. Mason. He said that about 4 o'clock the afternoon previous the young men had come to his place and procured the coops in which the chickens were brought to the city, and that he had paid them \$3.50 for the poultry, this being at the rate of 10 cents per pound. The officers next found the wagon used. It had been hired at Wilson's livery stable, had been used by them before and was under engagement to them for yesterday afternoon. The officers obtained a description of the men, and before the afternoon was half past both had been landed at the police station. The men were well dressed. In fact they were aptly described to the officers as "dudes." When searched at the police station they had \$150 upon their persons. Both are strangers in this city. Harding & Hovey have been retained to defend them.

Mrs. Cochran's Death.

Coroner Beek was called to No. 32 Blake street to investigate the cause of the death of Mrs. Mattie Cochran, who had been found dead in her chair by her husband at midnight, Tuesday night. She has been afflicted with rheumatism for some time past, and the coroner found death due to rheumatism of the heart.

To Chicago—\$4.50—To Chicago Via Pennsylvania line from Indianapolis.

ARE FAVORABLY REPORTED

Two Legislative Measures in Which Indianapolis People Are Interested.

Grand Army Appropriation May Yet Go Through—Changing Their Minds—Street-Railroad Paving Bill.

GRAND ARMY APPROPRIATION.

Military Affairs Committee of the House Will Recommend Its Passage.

There is some hope that the Legislature may yet grant the \$50,000 appropriation asked for helping to entertain the G. A. R. encampment. The military affairs committee of the House met last evening and unanimously decided to report favorably upon the Baughner bill making the appropriation. There were present Messrs. Baughner, Hench, Stakebake, Stephenson and Schaaf, and there were no dissenting votes against the bill.

The Baughner bill provides that no part of the appropriation made by the State shall be turned over to the citizens' committee until the city of Indianapolis has paid \$75,000 for the same purpose. There has been an awakening on the part of the Democratic members of the House since they killed the Meredith bill for this same purpose. Letters from their constituents have been pouring in upon them, and they have no uncertain sound. Fippen is the first one to give in, and while talking on another subject yesterday, he announced that he would change his vote on this measure. However, it is late in the session, with a lot of other important business to transact.

STREET-CAR PAVING.

Majority of the House Committee Reports Favorably on the Bill.

It is likely that there will be two reports on the bill to compel the Citizens' company to pave between its tracks. A majority of the committee on the affairs of Indianapolis, composed of Messrs. Johnson, Deery, Dinwiddie, McCormick and Wilson, yesterday signed the report in favor of the bill, but the other three members, Messrs. Grossart, Hord, and Harmon, declined. They telegraphed Attorney-General Miller to get his version of the incident in the Council at the time of the sale, and say that upon his answer will depend their report.

Mr. Frenzeli, who still presides over the destinies of the corporation, was in the lobby most of the day yesterday, and it will undoubtedly require energetic work to get the bill through. All sorts of specious arguments have been brought up against it, and at the stage, even if there were no opposition, it would be easy for the speaker and committee chairman to queer the measure by holding it back.

ORDERS TO CLEAN UP.

State Board of Health Moves for Sanitation of Cities—Wabash Canal.

The State Board of Health held a half day's session at the statehouse yesterday. It was decided to issue an order to the chief officers of the health boards of the eastern Indiana cities for a general inspection of sanitary conditions during the months of March and April. By a careful observance of the order it is hoped to avoid the danger of infectious diseases being carried into these cities by trunk line railroads, and the propagation of scourges through filthy conditions of thoroughfares and premises. The committee appointed by the board to look after the Wabash and Erie canal at Lafayette reported the channel as perilous to the public health and also that they have instituted proceedings against the owners of the canal. The board authorized the payment of several accounts and adjourned at noon.

Entertainment for the Mutes.

At the Institute for the Deaf and Dumb the anniversary of Washington's birth was celebrated with appropriate ceremonies. The lecture-room was plainly but tastefully decorated with flags and pictures, and a lengthy programme, in which about thirty of the students at the institution took part, was rendered in the evening. The exercises, which consisted of essays, declamations, etc., were conducted wholly in the sign language. They were then translated to the audience by Prof. Noble McKee, principal of the school.

Professor McKee was assisted in this work by Dr. William H. DeMotte and several other teachers in the institution.

AMUSEMENTS.

ACTOR MORRISON COMING.

Mr. Maurice Morrison, one of Germany's greatest actors, will appear at English's Opera House next Wednesday night in the sensational German comedy, "The Two Manufacturers." Mr. Morrison has appeared in New York, Philadelphia and Chicago in such parts as Othello, etc., and has been pronounced one of the best interpreters of the noble Moor by the most competent critics.

CLEVELAND CLUB BENEFIT.

The Cleveland Club benefit will take place at the Empire next Sunday evening. The entertainment promises to be a good one. Seats are being rapidly secured.

NOTES.

William Haworth's new naval play "The Ensign," which has unquestionably been a hit wherever produced, will be seen for the first time in Indianapolis at the Grand, next Monday and Tuesday evenings. The production is a very elaborate one, including among the scenes a fully rigged and manned war ship. It will be given by the original company, which includes Messrs. James Neill, George Fawcett, Benjamin Horning, W. L. Gleason, Hardy Vernon, Midgey, Paul, Wilson Deal, Charles T. Parlow, George A. Wright, Paul Gilmore, Miss Maribel Seymour, Mrs. W. G. Jones, Miss Florence Stover and Miss Edith Wright.

The Hannon Brothers' brilliant spectacle "Supers," which has unquestionably been a hit wherever produced, will be seen for the first time in Indianapolis at the Grand, next Monday and Tuesday evenings. The production is a very elaborate one, including among the scenes a fully rigged and manned war ship. It will be given by the original company, which includes Messrs. James Neill, George Fawcett, Benjamin Horning, W. L. Gleason, Hardy Vernon, Midgey, Paul, Wilson Deal, Charles T. Parlow, George A. Wright, Paul Gilmore, Miss Maribel Seymour, Mrs. W. G. Jones, Miss Florence Stover and Miss Edith Wright.

LABOR MASS MEETING.

Speeches to Be Made by Members of the Legislature Upon the Pending Labor Bills.

The mass meeting to be held by the organized labor forces is to be addressed by a number of Senators and Representatives. The subjects to be discussed pertain to the labor legislation now pending before the Legislature. The labor committee in charge of the meeting has taken the precaution to invite an equal number of Republicans and Democrats from each House. From the Senate side there will be speeches by Senators Cranor, Barnes, Wishard and Kern. The House will be represented by the members who are interested upon the friends of the pending legislation. The meeting will occur at Masonic Hall.

Father Chartrand's Sermon.

"Obstacles in the Way of Man's Salvation" was the theme chosen by Rev. Joseph Chartrand, of St. Peter and Paul's Church, for the second of a series of Lenten sermons delivered at St. John's Church last evening. The reverend father, in an address of a quarter of an hour, spoke of the many ways in which persons commit sin, added by giving a graphic word-picture of the last and final judgment with which each soul will be visited.

SALVATION OF THE PEOPLE'S LIFELINE, is guaranteed. It will cure you.

"MOTHERS' FRIEND"

MAKES CHILD BIRTH EASY.

Colvin, La., Dec. 2, 1892.—My wife used DOCK'S REGULATOR before her third confinement, and says she would not be without it for hundreds of dollars.

DOCK MILLS.

Sent by express on receipt of price, \$1.00 per box. The Book "To Mothers" mailed free. DR. J. C. REGULATOR CO., FOR SALE BY ALL DRUGGISTS. ATLANTA, GA.